

## AUTO MEN CONSIDER PATENT LAWS WEAK

Klaxon-Newton Case Emphasizes Criticism So Often Made.

LITIGATION COSTLY,  
EVEN TO WINNER

In Horn Controversy Defendant's  
Business Was Tied Up and  
300 Men Kept Idle.

The recent decision of the United States Circuit Court of Appeals in the case of the Lovell-McConnell Company against the Automobile Supply Manufacturing Company, following, as it does, the similar decision in the famous Selden case, has again aroused comment by no means favorable to the existing patent laws and the methods of enforcing them. In the case of automobile and accessory manufacturers, too many patents are granted without disclosure of invention at all. The court decisions are proof that about half the claims are declared invalid when subjected to the searching analysis of the judges. Many concerns have had to stand the enormous expenses of costly suits, involved in several years of litigation, and while the law allows the patentee to recover damages, expenses, etc., if the patent is sustained, there is no redress and no compensation whatever for the defendant in case the patent is declared invalid.

The Klaxon Company for three and a half years has embarrassed the Automobile Supply Manufacturing Company, of Brooklyn, with many suits, owing to the fact that the latter manufactured and marketed a horn that gave forth the same sound as a Klaxon. In addition to suing the maker of these horns, they sued many jobbers and car manufacturers that handled them.

The Brooklyn concern has been defending all the suits. They have had to defray all the expenses. They have had to give surety bonds to protect their customers in case of damages, etc., the defendant contending that all the claims were invalid and not infringing.

After three years of litigation Judge Chatfield, with his opinion of January 6, 1914, and his decree of January 10, 1914, sustained all the three Klaxon patents, with all the forty-eight claims in the suit, enjoining the Automobile Supply Manufacturing Company from making, using or selling its horns, because the sound was evidence of infringement of the method used in the Klaxon device.

The Brooklyn concern, after having invested \$200,000, was forced to close its factory, discharging more than three hundred workmen, and having on hand over \$100,000 of finished stock, contracted to be delivered this spring. It applied for a stay of injunction pending appeal, asking the court to permit the sale of a limited number of horns under bond, but the motion was denied on February 24. Judge Chatfield stating that he could not name any amount adequate to protect the Klaxon Company.

Again, on a second motion in April, the Brooklyn concern applied for permission to sell only the small number of horns it had contracted to deliver in that month, offering half the proceeds of the sale. Again the judge denied the motion, and the company had all its orders cancelled on account of non-delivery.

Now the Court of Appeals has unanimously decided that a noise is not patentable; that all the basic claims are invalid, and that the specific claims are not infringing, reversing utterly the previous decision of Judge Chatfield, with costs, in favor of the Automobile Supply Manufacturing Company. Those who are familiar with the situation, however, are wondering who is going to compensate the Automobile Supply Manufacturing Company for the loss of sales of its horns, and for the expenses of litigation, the enormous fees to lawyers, etc.

The law, it is generally thought, should make it mandatory for the court to accept a bond and permit business pending appeal. In this instance the court apparently did not consider the great injury and damage caused to the defendants, although there was room for reasonable doubt by the fact of the numerous anticipations brought into the suit covering the same ground.

The denial of the stay, pending appeal, no matter what amount of bond or cash was offered, undoubtedly worked a hardship on the defendants in this case and on the three hundred men thrown out of work. It would appear logical that a law which protects the rights of the patentee should equally protect the defendant, as is the case in France, Germany, Italy and other countries.

**Reo Factory Magazine.**  
There is good, interesting reading in the first number of the "Reo Magazine," a factory organ, issued by the Reo Motor Car Company, of Lansing, Mich. The issue ought to appeal to actual and prospective owners of these cars, because it tells all about the huge plant and the men who are responsible for Reo passenger cars and trucks. L. Clyde Smith is the editor, and he modestly claims to have fixed up the first issue in three days.

**Cord Tires Show to Fine  
Advantage Under Hard Usage**

Goodrich Has the Exclusive  
Right to Use the English  
Method of Manufacture  
in This Country.

To any one interested in tire efficiency this year's 500-mile race at Indianapolis presented some convincing proofs of the ability of the so-called "cord" construction in tires to stand up and take the grinding and strain of better than an average rate of speed for 500 miles without disruption or serious wear.

There is, judging from the final results, the first tire played no small part in leading speed to the first four cars at the top of the winning list.

Thomas, the winner of first money, made a wonderful showing in his Delage, with only three stops for tires and one stop for gasoline.

That brings up another interesting fact about these cord tires. In several tests they have been made in this city and in other places the gasoline saving on cars equipped with cord tires has run as high as 25 per cent—no small inducement in itself.

Burns, G. O. and Goux, second, third and fourth money winners, respectively, enjoyed striking immunity from tire trouble in the big race, and felt the power of a tire that brings out unrealized power in the engine because of its buoyancy.

## SAXON MAKING HEADWAY Transcontinental Car Is Showing Remarkable Economy.

Averaging more than 125 miles a day and doing close to thirty miles to the gallon of gasoline over hilly, rough country, the Saxon car which last week started from Battery Park to cross the continent over the Lincoln National Highway is travelling true to its original schedule. On Friday the car was passing through Indiana, according to telegraphic reports from M. A. Croker, chief driver. Particularly bad roads were encountered in Pennsylvania and Ohio, and the drivers reported extraordinary hill climbing ability on the part of the little Saxon and were particularly pleased with the way the car pulled through mud in Ohio. Large crowds have met the car in each town.

## BEACH MEET ARRANGED Galveston to Have Four-Day Auto Carnival This Year.

The only automobile beach meet to be held this season will be at Galveston, Tex. The professional races will be run on July 20 and August 1 and 2, and those for amateurs on July 21. The Galveston beach races are run each year, simultaneously with the big annual Cotton Carnival. The committee in charge has appropriated \$5,000 in prizes for the different races.

Many of the drivers entered at Sioux City have assured the beach management of their intention to participate in the Galveston meet, and these are making preparations to ship their cars South directly after the Iowa races have been decided. A sanction has been granted by the contest board of the American Automobile Association for the meet, but entry blanks have not yet been issued. The meet will be run under the auspices of the Galveston Commercial Association.

## BRISCOE CAR IS HERE Even More Attractive than the Model Developed in France.

With its French tailored lines, representing the best in streamline bodies, its central headlight and generally foreign appearance, the Briscoe car has arrived at the salesrooms of Partidge, Clark & Kerrigan, Inc., 45 Steps from Broadway, on West 56th st., and demonstrations are now being given. All who have inspected the new car agree that it marks an unusual engineering and manufacturing achievement at a moderate price.

When the original car, as developed in France, was exhibited at the New York show it was admitted to be a decided advance in medium priced motor car construction, but few believed it could be built for \$750. "It is a beauty, but it can't be built for the price," was the usual comment. The car just delivered to the Eastern distributors is the answer to the doubting ones.

"It is a revelation to us," said J. A. Clark, vice-president of the local firm. "It is larger and more beautiful than the car Mr. Briscoe developed in France. It has more than made good his promise to us. The car is 25 per cent better than we expected. The body is four inches longer, sits lower on the chassis and has perfectly crowned fenders."

## JORDAN AN OPTIMIST Jeffery Sales Manager Talks of Auto Conditions.

E. S. Jordan, sales manager of the Thomas B. Jeffery Company, is here to visit the Stratton Motor Car Company and to attend the international polo match.

The plans of the Jeffery Company for the coming season contemplate the continuance of the model that appears to have fully answered the demand. For the coming year the sizes of all leading motors, according to Mr. Jordan, will be reduced to the Jeffery standard. The sales at this season of the year have been larger in the East than ever before, owing to the demand for light weight and economy.

The conditions throughout the country, according to Mr. Jordan, have been greatly improved during the last sixty days by the bumper crop throughout the West. The sales of cars to business men throughout the country will be largely increased by the prosperity of the farmers.

## SILVER'S WORK REWARDED Made Distributer of All Willys's Pleasure Cars in New York.

Another line of pleasure cars is to be housed in the splendid salesroom of the C. T. Silver Motor Company. Mr. Silver announces that he has taken over of the Willys-Knight line. With the addition of this car he will, from now on, be the sole handler of all pleasure cars built by John North Willys.

The decision of the Willys-Overland Company to give Mr. Silver the Willys-Knight line is a tribute to his success in handling the Overland in the Eastern territory. It is solely on this success that the move was made.

The Willys-Knight sells for \$2,750, and fills the gap which has existed for some time in Silver's line. Its acquisition now makes it possible for him to take care of every want in the motor car pleasure line. Present owners of Willys-Knight cars are invited to get in touch with Mr. Silver with a view to giving him a proper understanding of their needs.

trouble in the big race, and felt the power of a tire that brings out unrealized power in the engine because of its buoyancy.

Even before the race was run, the turning to cord tires was illustrated. An American car equipped with fabric tires made the lap in 1:42, just inside the qualifying speed. When equipped with Goodrich Silvertown cord tires this car lowered its elimination record from 1:43 to 1:29, bringing it from disqualification to tenth in the list of entries.

The Goodrich Company did not originate but has adopted the cord tire. The parent cord tire was made and perfected in England, and quite naturally the foreign cars, so conspicuous in the front of Indianapolis, came over equipped with English cords.

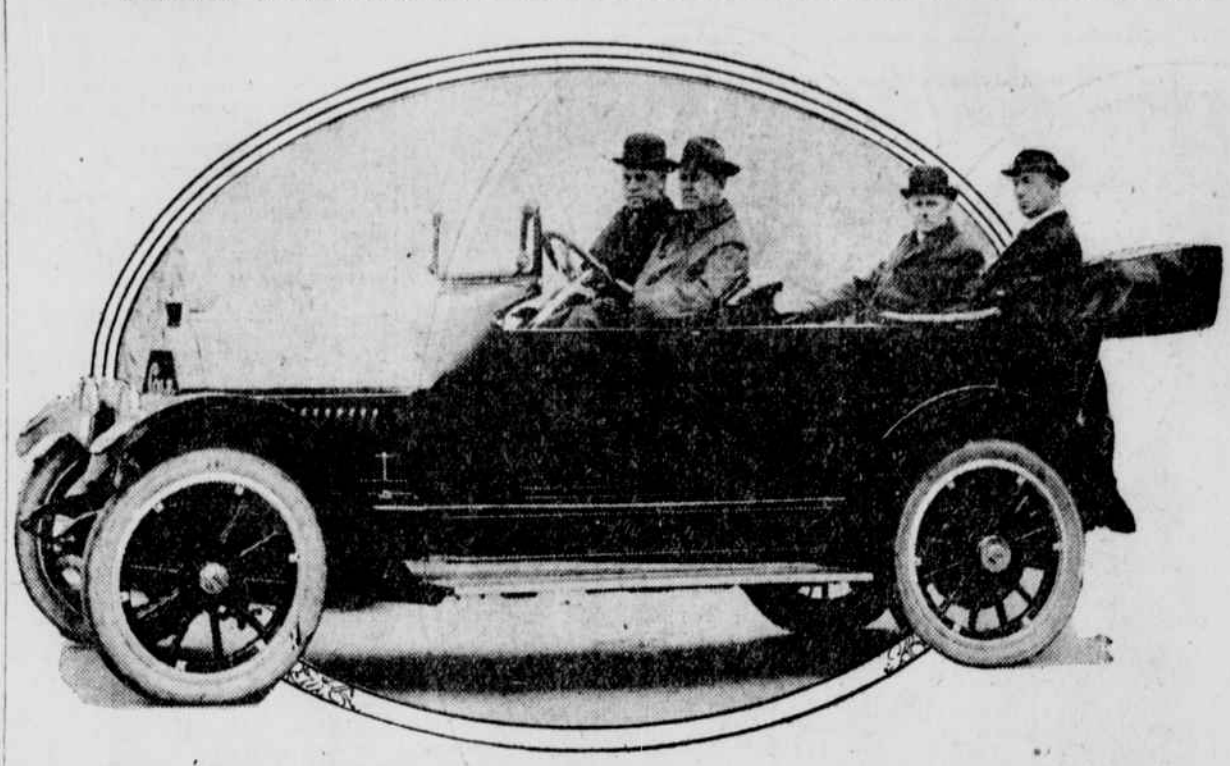
The Akron concern has the exclusive American right to use the cord principle in tire construction, and since introducing the Silvertown to American users has succeeded in arousing an amount of real tire enthusiasm not equaled since the days of the passing of the single tube and the adoption of the clincher or double tube type.

BUY an Emmons boat and be satisfied; we are headquarters for the celebrated Swampscott dories; we also have several makes of motors, also several slightly used at bargain prices; send 6 cents today for catalogue to E. GERRY EMMONS, 59 to 91 Haverhill st., Boston, Mass., U. S. A.

**BILLIARDS AND BOWLING.**  
Bowling Alley, Billiard & Pool Table Mfrs. Repairs.  
Supplies, Marx Bros.  
20 Union Square

**BOATS, LAUNCHES, ETC.**  
FOR RENT very reasonably for the season. houseboat, 110 ft. long 19 ft. wide, 8 rooms, 2 baths; awning over entire boat; completely furnished. Apply Mrs. R. W. Newell, 29 South Mountain av., Montclair, N. J.

## NEWEST FOUR CYLINDER COLE CAR IS REMARKABLE FOR LIGHTNESS AND ECONOMY



WILLIAM L. COLE (AT WHEEL) AND OTHER OFFICERS OF COLE-STRATTON COMPANY TRYING OUT NEW MODEL.

## MR. MAY DISCUSSES MOTOR SPEED LAWS

## Says Remedial Legislation Should Include Horse- Driven Vehicles.

By MITCHELL MAY, Secretary of State.  
Albany, June 12.—Every one must deplore the waste of life and limb as a result of highway accidents and would welcome any practical suggestion by which it is likely to be reduced. But no good purpose is served by attempting to throw the whole blame on motor car traffic.

It is true that of the total accidents, fatal and otherwise, last year, nearly 60 per cent were attributable to motor vehicles, and that the proportion is considerably higher than it was in the preceding year. But it is equally true that horse-drawn vehicles were responsible for 35 per cent, and that fact suggests that, just as the evil is not confined to motor vehicles, so the measure to be taken to remedy it must not be considered with reference to them alone.

It further suggests that, since horse-drawn vehicles mainly fall under the category of slow traffic, the remedy is to be found in the wholesale imposition of speed limits, as is often suggested. The fallacy of the speed limit is that it acts as a sort of license, permitting the drivers to drive up to the speed it specifies in places at which it is in force, whereas the safe speed is often, perhaps generally, a function not so much of the place as of the circumstances existing at the moment.

Speed limits, in fact, tend to make the driver suspend the exercise of his own judgment and act under the sanction of a supposed authority. The way to stop accidents is not to establish artificial restrictions, which cannot meet every case, but to allow the driver free scope for his own judgment and hold him fully responsible for whatever happens in consequence of what he does.

Relentless prosecution should follow every example of dangerous, reckless and even grossly inconsiderate driving, and for really serious offences that are proved beyond doubt the culprit should be imprisoned without the option of a fine and should be prohibited from driving either for a substantial period or for all time.

No doubt, as many persons complain, it is more difficult to secure a conviction for dangerous driving than for exceeding a speed limit, because in the one case it is a matter of opinion and in the other it is, or should be, a question of fact; but that only makes a conviction of the former kind, when secured, more valuable and effective.

The words "careful" and "prudent" are inserted in the law because, obviously, vehicles must be allowed to move at some speed above a walking pace if they are to serve the needs of the community and if the roads are not to be hopelessly congested. Otherwise, an easy method of abolishing street accidents from vehicles would be to abolish traffic.

Any one who has watched the developments of automobilism of late with regard to both pleasure and commercial motor cars knows that the passion for speed which was once an obsession on the part of a great many motorists has noticeably decreased. Close observation will show that driving has never been so skilled or so moderate as at present.

As is naturally to be expected, the increasing number of motor vehicles and the decreasing number of horse-drawn vehicles on the road must mean that there will be an increase in accidents arising from the former and a decrease in the number of accidents arising from the latter.

And in a few years' time there will probably be so few horse-drawn vehicles upon the streets that accidents arising from them will be reduced almost to none. But this will prove not as some anti-motorists are trying to make out—that horse-drawn vehicles are very safe—but merely that they are negligible in quantity compared with mechanically propelled vehicles.

## MOTOR BOATS.

### ATTENTION

Steam Yacht PRISCILLA & Steam Yacht ALYON.  
For Sale or Charter—Steam Yachts Priscilla and Alyon, Priscilla, 103 feet over all. Speed, 12 to 15 miles. Accommodations, 6 persons forward cabin; crew quarters aft. Steam Yacht Alyon, 74 feet over all. Speed, 18 miles. Accommodations, 4 persons; owner's quarters; crew's quarters forward. Yachts available for Yale-Harvard Boat Race. Apply THEODORE D. WILLS, Managing Director, Tebo Yacht Basin Co., foot of 23d st., Brooklyn, or any yacht broker.

**Emmons Boats**  
BUY an Emmons boat and be satisfied; we are headquarters for the celebrated Swampscott dories; we also have several makes of motors, also several slightly used at bargain prices; send 6 cents today for catalogue to E. GERRY EMMONS, 59 to 91 Haverhill st., Boston, Mass., U. S. A.

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## Winning Speedway Car Entered at Sioux City

Billy Knipper to Drive Machine That Made Record of Over 82 Miles an Hour.

With the entry of the Delage car which won the recent 500-mile race at Indianapolis, the Sioux City 200-mile sweepstakes of July 4 promises to nearly equal in importance any of the other big races of the year. When the entry list closed, on Wednesday, twenty-five cars had been entered. The list is still incomplete, and will probably be supplemented by several other entries which have been delayed in the mails. The purse of \$25,000 has been the incentive for drawing the attention of drivers to Sioux City.

Billy Knipper has been nominated to drive the Delage. The other drivers are Barney Oldfield, in the Stutz, which was the first American car to finish at Indianapolis; Gil Anderson, Stutz; Harry Grant, Sunbeam; George Babcock, Sunbeam; Spencer Wishart, Mercer; Cyrus Patchick, Marmon; Mel Stinger, in the Peugeot, which won last year's 200-mile race; Keene, Beaver Bullet; Wetmore, Chalmers; Klein, Kink; Wilcox, Fox; Chandler, Brauer; Horan, Metropoli; Bennett, Moon; Rickenbacker, Deussen; Callahan, Stafford; Bower, National; Brock, Ray; Mason, Marmon. Other cars that have been entered, for which no drivers have been nominated, are two Deussenbergs and a White. It is likely that the two Peugeot cars that competed in the recent Indianapolis meet will also be seen.

Twenty-eight garages have been installed on the track and equipped with electric lights and work benches for the convenience of the crews. Practice begins this week, and there is no doubt that some sensational sprinting will be seen, as the course has been put in perfect condition for the coming meet. The grandstands are already completed, and it is predicted that they will be filled to capacity.

Whether or not the Hudson move points to a reduction all along the line remains to be seen. It is improbable, however, that such will be the case, the reduction, in this instance, being due to the fact that three times the 1914 output has been arranged for next year.

The new model, it is claimed, will have thirty-one features superior to those of the season just ending. Among them are an improved streamline body and wider seats, and more efficient carburetion.

R. S. Tuback, president of the Ranney Company, is making suitable preparations to welcome the new models. The firm will move in a few days from 5th st. to the corner of Broadway and 6th st., recently occupied by the Isotta. The new place is being elaborately fitted up. It will be ready for the new "Six," which should reach here in about ten days.

Amateur baseball games given a big league interest when Tribune score cards are given free. Call to-day for a supply. Circulation Department, Room 314, Tribune Building.

## AUTOMOBILES.

**SAFETY FIRST**

More is expected of a  
Goodrich Tire than of any other—  
and more is given by it

The obligations placed upon any automobile tire are largely in direct proportion to its acknowledged rank.

**Goodrich  
Safety  
Tread  
Tires**

Made to fit all types of rims  
Live up to their reputation

They represent the highest development of sound, sensible tire principles—are efficient, complete and well-balanced tires—along with the quality principle of service.

There is no sound reason why you should pay more for any tires than the Goodrich schedule:

Size	Smooth Tread Prices	Safety Tread Prices	Grey Inner Tube Prices
30 x 3	\$11.70	\$12.65	\$2.80
30 x 3 1/2	15.75	17.00	3.50
32 x 3 1/2	16.75	18.10	3.70
33 x 4	23.55	25.25	4.75
34 x 4	24.35	26.05	4.90
34 x 4 1/2	33.00	35.00	6.15
35 x 4 1/2	34.00	36.05	6.30
36 x 4 1/2	35.00	37.10	6.45
37 x 5	41.95	44.45	7.70
38 x 5 1/2	54.00	57.30	8.35

Your dealer will gladly sell you the famous Goodrich Tires at these prices.

New York Branch 1780 Broadway

The B. F. Goodrich Company

Everything in Rubber

Factories: Akron, Ohio Branches in All Principal Cities

There is nothing in Goodrich Advertising that isn't in Goodrich Goods

## HUDSON LOWERS PRICE

Its Six-Forty for 1915 Will Sell at \$200 Less.

Probably the most significant announcement thus far regarding 1915 models is that of the Hudson, of which the A. Elliott Ranney Company is the New York distributor. The Hudson Six-40, one of the biggest hits of the year among medium-priced six-cylinder cars, will be placed on the market for next year at a price \$200 less than this season, due to a largely increased production.

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## Boys of Manhattan Pay Off Some Old Scores

Lads from P. S. 10 Beat  
Old Rivals in Elementary  
School Games.

The track team of Public School 10, of Manhattan, evened a score of many years standing in defeating Public School 62, of Manhattan, for the point honors, in the eleventh annual elementary track and field championships of the Public Schools Athletic League, held on Brooklyn Field yesterday. Public School 62 has enjoyed a monopoly of the title for the last five years, but was represented by a weak team this year.

An unusually high total of 35 points was scored by the victors, with the runner-up having a count of 13 points. Public School 3, of Brooklyn, made a strong showing by finishing in third place, with 10 points to its credit. Thirty other institutions were successful in gaining points, while an entry list of more than eight hundred youngsters necessitated many trial and semi-final heats.

Victory came to the well balanced team of Public School 10 by the taking of first places in the 50-yard dash, 85-pound class; 440-yard relay race, 115-pound class; running broad jump, 100-pound class, and 880-yard relay race, unlimited weight division. Three second places, two thirds and two fourth places were also portions of their win.

In the high jump Abraham Cellar, of Public School 20, of Manhattan, gave an encouraging exhibition by clearing the bar at 5 feet 9 3/4 inches. This effort raised the figures made by Joseph O'Brien, of Public School 27, of Manhattan, in 1911, by 1 1/4 inches. Max Berkowitz, a schoolmate of Cellar, was also over the old record with 5 feet 8 1/4 inches. A peculiar coincidence was that Jerome Hart, of Public School 4, of Queens, who won the 100-pound contest, leaped only 5 feet 8 inches after a jump-off for first place.

The summaries follow:

Fifty-yard dash (85-pound class)—Won by G. D. Meyer, P. S. 10, Manhattan; second, A. C. Weller, P. S. 61, Manhattan; third, N. Goldberg, P. S. 171, Manhattan; fourth, Time, 9:08-4-5.

Sixty-yard dash (100-pound class)—Won by J. Halusken, P. S. 154, Manhattan; H. Carroll, P. S. 23, Manhattan; third, Charles Grace, P. S. 90, Queens; fourth, Time, 0:08-1-5.

Seventy-yard dash (115-pound class)—Won by George Lawler, P. S. 18, Manhattan; W. Wolf, P. S. 10, Manhattan; second, L. Matheva, P. S. 83, Brooklyn; third, T. Delavente, P. S. 80, Brooklyn; fourth, Time, 0:08-3-5.

100-yard dash (unlimited weight)—Won by R. G. Murray, P. S. 26, Bronx; C. H. Waterman, P. S. 152, Brooklyn; second, C. W. P. Brown, P. S. 20, Bronx; third, J. Toedies, P. S. 43, Manhattan; fourth, Time, 0:12-1-5.

880 yards (unlimited weight)—Won by P. S. 10, Manhattan (with M. Cohen, Lee, Rickoff and Wolfheimer); P. S. 62, Manhattan (with Puschel, Spar, Pakula and Jones); second, P. S. 3, Brooklyn (with C. Nalmacker, R. Kullman, W. Head and O. Boone); third, P. S. 9, Brooklyn (with R. Graef, W. Bohm, W. Boone and H. Enders); fourth, Time, 1:44-2-5.

300 yards (85-pound class)—Won by P. S. 27, Manhattan (with J. Fitzpatrick, J. Bergeron, A. Reeder and K. Schroeder); P. S. 9, Bronx (with M. Myer, J. Isaacs, J. Kasev and G. Falkenberg); second, P. S. 62, Manhattan (with Black, Bettig, Bothwank and Goldberg); third, P. S. 10, Manhattan (with Hochstein, Zim, Tulig and Horwitz); fourth, Time, 0:44.

440 yards (100-pound class)—Won by P. S. 167, Brooklyn (with William Thompson, A. Cohen and Kasev); P. S. 144, Brooklyn (with L. Sloan, M. Goldberg, G. Krashinsky and Friedman); second, P. S. 64, Manhattan (with Kaeplitz, Levine, Gottlieb and Reatt); third, P. S. 95, Manhattan (with Loretto, McGinn, Finero and Franno); fourth, Time, 0:54-4-5.

440 yards (115-pound class)—Won by P. S. 10, Manhattan (with Peters, Frank, La Fave and G. D. Meyer); second, P. S. 10, Manhattan (with Peters, Frank, La Fave and G. D. Meyer); third, P. S. 10, Manhattan (with Peters, Frank, La Fave and G. D. Meyer); fourth, Time, 0:54-4-5.

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